

IT'S A JOB FOR THE WOMEN

A very important piece of work is to be done in Oklahoma and will not be done unless the farm women do it.

Among the ballots to be voted at the election to be held on November 2, 1920, will be on which contains State Question No. 108. Initiative Petition No. 72.

This question proposes the following amendment to the state constitution:

Section 9-A, Article 10: For the purpose of maintaining the common schools of this state, the state board of equalization shall each year levy, on an ad valorem basis, a tax of not less than 6 mills and not more than 10 mills upon all taxable property within this state not exempt from taxation as public, church, charity, or fraternal property.

Until otherwise provided by law, such taxes when collected shall be paid into the state treasury to the credit of the common school fund of this state, and shall be apportioned and distributed to the several counties of this state in like time and manner as is now provided for the apportionment and distribution of other common school funds of this state.

This means that on the basis of the last assessment and school enumeration, each school district will receive from the state \$14.95 for each child in addition to the \$2.24 at present paid by the state.

That's the only feature of it which the men seem to think about. They figure it out and if this amendment is likely to make them pay more taxes, they are "agin" it and go to fighting. If they figure out that it may make their school tax a little less, they hope it will pass, but do nothing.

So it is up to the women to do most of the work. They have a fuller realization than the men of what it means to have poor schools for their children. If they are fortunate enough to have good schools for their own children, they still have an interest in all others not so happily situated.

The big thing about this measure is that it seeks to make the state in some degree recognize its fundamental duty to provide for the elementary education of all children. Oklahoma has shamefully neglected this duty. Under its condition, many hundreds of school districts cannot legally raise sufficient funds to pay for a nine months' term of school. And yet we have spent millions on institutions of higher learning!

Every woman should interest herself in the adoption of this amendment. It is the one thing to be voted on at the next election which will directly influence the lives and widen the opportunities of many thousands of country children. And it will harm no one. It is a question of dollars or children. Many country districts have many children and few dollars. The education of these children should be recognized as the state's business and those communities which have relatively more dollars than children should be forced to help.—Oklahoma Farmer.

EMPLOYMENT RULING ON CHILDREN UNDER FIFTEEN

Boys or girls under 15 years of age may not be employed as telegraph or telephone messengers, as messengers in drug stores or other parcel delivery service, in some shinning parlors, barber shops or hotels, according to a ruling made last week by Claude Connally, State Labor Commissioner. This is based on a recent opinion to Mr. Connally from the Attorney General's office in which he sought to know just how far his jurisdiction went in such matters. Special letters were sent by Mr. Connally to employers in the State who may be affected by such ruling.

The ruling is made and notice given at this time for the purpose of reminding employers and parents of children as well, that school will begin in a few days in all the cities and towns of the state. It is suggested that children should be in schools.

It is also pointed out by Mr. Connally that delivery service of any kind is particularly hazardous for children. He called attention to many accidents reported to his department where small boys had been hurt. They were in some delivery service. Employers to whom these notices are sent are required to acknowledge receipt of them, then they must be responsible after that for any violation of the order.

GETTING COSMOPOLITAN

Last Saturday afternoon an auto truck driven by a Japanese who was accompanied by his wife and child stopped for a few moments at the corner of Main street and the Katy right-of-way and while the truck was standing there the scribe noticed a couple of negroes pass. There were several Indians and Caucasians standing on the walk at the time.

At that time, therefore on that corner were gathered representatives of Europe, Asia, Africa and America and all seemed to be on friendly terms and very much at home.

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EFFECT OF RATES ON PRICES

Some of the railroads of Oklahoma have put out a circular showing what the increased freight rates which went into effect August 20th, mean to the actual consumer in the way of contributing to the cost of necessary articles of clothing and standard food products. According to that statement the additional cost of a shirt shipped from New York to Oklahoma City would be fourteen-hundredths part of one cent; A pair of shoes shipped from Boston Mass., to Muskogee, Okla., should cost four and one-tenth cents more since the freight increase than they did before. The purchaser of a suit of clothes will have to cough up three and three-tenths cents more for his suit now than he did the first of last month.

Packing house products will pay two and three-tenths cents additional freight from Chicago to Tulsa and sugar will pay two and one-tenth cents more per pound than they did before the advance rates went into effect.

These illustrations, which are of articles and commodities taken at Random, may be considered as fairly representative of the addition to the transportation cost of articles used in the Southwest which will result from the increase in rates. Similar illustrations could be made on almost every article used in the household, except coal, which, being shipped and sold by the ton, will show a relatively higher transportation cost in proportion to its value.

From the figures given above it may readily be seen that the actual increase in cost to the consumer will be very light, provided that the retailer does not see fit to add a little for the wear and tear on his mind in figuring it all out.

COX TO VISIT OKLAHOMA

Democrats and other citizens of Oklahoma, also, will no doubt be gratified to learn that Governor Cox has definitely planned to visit Oklahoma on his western trip and make several speeches in this state. He will make an address at the state fair grounds in Oklahoma City, probably on October 1, and will speak at Enid and possibly several other cities and towns enroute here. This will give the people of Oklahoma an excellent opportunity to get a personal view of the democratic nominee for president and to hear him discuss the issues of the campaign. Governor Cox is coming to Oklahoma and other states because he does not believe in a front-porch campaign, because he is thoroughly convinced that the American people have a right to become more closely acquainted with men who are running for president. It also is well known that Governor Cox derives personal pleasure from meeting people in all walks of life in the various states. It seems therefore that it will please Governor Cox more to have large crowds of people hear him and meet him than merely to deliver long prepared speeches to committees as Senator Harding, the Republican candidate, is so frequently doing. All who can do so should attend one of the Cox meetings.—Oklahoman.

ONE WAY TO BRING FOOD PRICES DOWN

The restaurants and eating places of Pittsburg, Penn., went on a peace time price basis Wednesday, that is a part of them did, and the rest will do so by the end of the week, following energetic action of the United States district attorney Dennis J. Driscoll and a score of federal agents. All prices have been revised downward, the cuts ranging from fifty to one thousand per cent.

The federal attorney personally visited over 100 places and told the proprietors they must charge only a fair price or they would go to the penitentiary. Meat order charges will generally be cut to one half former quotations. Everything from ham and eggs to pie and "sinkers" are included in the price reduction.

THE AUTO SLAUGHTER

Automobilists and drivers of motor-trucks, by reckless driving carelessness, or unavoidable accidents have killed 4,684 men, women and children in New York state during the last 5 years. This number about equals the number of New York men killed in action during the war, and is more than twice the number of New Yorkers who died of wounds. In New York City during the same period 2,524 persons were killed by autos. The following table, as given by a writer in the New York World, shows the death list yearly since 1915:

Year	City	State
1915	335	659
1916	347	729
1917	502	837
1918	638	1,189
1919	702	1,270

Total 4,684
A fight to clear the street of reckless drivers has been waged.

The annual report for 1919 shows that the total arraignments in the Manhattan Traffic Court were 26,123. Of this number 7,903 were charged with speeding and 300 for reckless driving.

The following shows the increase of cases since 1917:

Year	Arraignments
1917	11,906
1918	13,900
1919	26,123
1920 (six months)	15,176

The cases this year are far in excess of those for the same period last year. June was a record month for the Manhattan Traffic Court. Approximately \$40,000 in fines was collected. The court handled violations of auto ordinances of various sorts totaling 3,741.—Literary Digest.

ENTERPRISING PUBLICATION

Frederick can probably claim a distinctive newspaper feature. It is the capital of Tillman county, where the total population is only 22,433, and the city has but 3,882 people, yet it has a newspaper taking two full leased telegraph reports, publishing three additions daily. Much larger municipalities within the state have not even a local daily publication, and it is doubtful if another city within continental United States can make a similar showing.

THE CONDITION OF STREET RAILWAYS

The Commission appointed by President Wilson more than a year ago for the purpose of investigating the electric railways situation of the country, has returned its report. The Commission calls conditions by their proper names, and it says that the financial credit of the street railway industry has been lost, and that in many localities the railways are not performing their public function. This condition is ascribed to the increased costs of labor and material, early over-capitalization and financial mismanagement, in the past; public distrust and antagonism, failures of the fixed five cent fare to meet existing conditions, extensions, into unprofitable territory in furtherance of real estate speculation, and failure of employers and employees to properly co-operate. The report estimates that from \$175,000,000 to \$200,000,000 annually will be required to properly carry out the future needs of the industry and it emphatically declares restoration of public confidence is one of the vital necessities of restored credit.

Assuming that the ailments of the street railway industry have been very clearly diagnosed, according to the above summary of conditions that are generally recognized, it is hard to understand how these utilities are going to be able to keep pace with the growth of their communities and the country, and raise the hundreds of billions of dollars that will be required as the years roll by, unless they actually regain public confidence, and get their affairs running along smooth and easy lines.

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